

PUBLIC MEETING #6 SUMMARY

Collin County Outer Loop Study US 75 to Rockwall County

March 23, 2006
Farmersville High School
499 Highway 78N
Farmersville, Texas 75442

Prepared for:
Collin County



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1. Setting

Due to the anticipated population growth in Collin County, future transportation corridors, including the Collin County Outer Loop, are currently being planned. Collin County officials have approved a study to develop and evaluate potential corridor and alignment alternatives. The future Collin County Outer Loop Study's boundaries are from U.S. 75 east, then south, around Lake Lavon, to the Rockwall County line. This project ties into the section of the proposed Collin County Outer Loop, west of U.S. 75, which has been under study for a few years.

On Thursday, March 23, 2006, the Sixth Open House/Public Meeting for the Collin County Outer Loop Study (east of U.S. 75) was held at Farmersville High School at 499 Highway 78N Farmersville, Texas in the school's cafetorium. The "open house" began at 6:30 P.M. followed by a technical presentation at 7:00 P.M.

Postcards announcing this Open House/Public Meeting were mailed to individuals who had asked to be added to the project mailing list or who signed in at one of the previous Public Meetings. A letter of invitation, signed by Mr. Ruben Delgado, Collin County Director of Engineering, was sent to elected/public officials.

A display advertisement announcing this Open House/Public Meeting was prepared in both English and Spanish by HNTB Corporation. The Collin County Public Information Office placed the advertisements in the following publications: *Dallas Morning News*-Collin County edition (March 19 and 22, 2006), *Wylie News* (March 22, 2006), *Farmersville Times* (March 23, 2006), and *Al Dia* (March 18, 2006). In addition, a press release announcing the Open House/Public Meeting was prepared and distributed to area news media organizations.

The objective of this meeting was to provide an update on the project status and allow citizens the opportunity to provide their input into the proposed alternatives. Specifically, the project update consisted of:

- Collin County Commissioners Court approval of the technically preferred alignment between U.S. 75 and S.H. 121.
- Collin County Commissioners Court approval of the technically preferred corridor between S.H. 121 and the Rockwall County Line.
- Development and preliminary evaluation of the alternative alignments for the S.H. 121 to Rockwall County Line approval corridor.



2. Attendance

A sign-in table was located at the meeting entrance for people to register and obtain handouts. They were encouraged to provide their input by completing the comment form and questionnaire.

The first attendee arrived at 5:49 p.m. One hundred and ninety-three (193) local citizens and three (3) elected/public officials attended and signed in. The following Collin County and consulting firm representatives also attended:

<u>Name</u>	<u>Agency/Firm</u>
Ruben Delgado	Director of Engineering, Collin County
Angie Stoddard	HNTB Corporation
Rusty Ozmer	HNTB Corporation
Scott Inghish	HNTB Corporation
Janeen Smith	HNTB Corporation
Sam Lopez	HNTB Corporation

Elected/public officials who were identified at the meeting are:

Hon. Joe Jaynes	Commissioner	Collin County, TX
Hon. Jack Hatchell	Commissioner	Collin County, TX
Hon. Christy Schell	Mayor	Nevada, TX

Attendees had the option of returning comment forms and questionnaires the evening of the meeting or taking the forms home to complete and return. Nine (9) comment forms and fifteen (15) questionnaires were handed in the night of the meeting. After the Public Meeting, a comment form was received on March 24, 2006, and another was received on May 8, 2006. Both have been added as part of this Summary.



3. Meeting Details

3.1 5:00-6:30 PM – Meeting Set-up

HNTB personnel arrived at the meeting location to set up for the meeting at 5:00 PM. The first meeting attendee arrived at 5:49 PM.

3.2 6:30-7:00 PM – Exhibit Viewing

A registration table was set-up just inside the doorway entrance of the cafetorium. As meeting attendees entered the room, they were given handouts and encouraged to sign-in. The documents included: an agenda, a copy of the PowerPoint presentation, a comment form, a questionnaire and a project newsletter. The newsletter was printed in English and Spanish.

Once signed-in, meeting attendees could then view the displayed exhibits for the Collin County Outer Loop Study. Exhibits consisted of a project study area map, an environmental constraints map, a Study Timetable, a Public Involvement Process exhibit board, a Contact Information exhibit board, U.S. 75 to S.H. 121 technically preferred alignment map, S.H. 121 to U.S. 380 alternative alignments map, and U.S. 380 to Rockwall County alternative alignment map. Two stations were set up for attendees to view and draw additional alignments or write comments. Representatives from Collin County and HNTB Corporation answered questions and assisted the public with interpretation of the exhibits.

3.3 7:00-8:00 PM – Presentation

Collin County Commissioner Joe Jaynes began the meeting by encouraging everyone to please sign in, and to make sure that everyone had the opportunity to add their names to our mailing list. The Commissioner announced the purpose of tonight's meeting. He explained that last year, Collin County, experienced a total of 80 people per day moving into the County. The Commissioner also stated that a total of 48 cars per day were added to our existing roads. In the future the plan is to have both an East/West and another North/South route (Outer Loop). The project is divided into three phases, and this is Phase Three. Phase One starts at the Tollway and it extends to U.S. 75, and it is located between Celina and Prosper and turns northward. Phase Two of the outer loop is located between Melissa and Anna, from U.S. 75 to S.H. 121. Commissioner Jaynes added that we are here tonight for Phase Three, which goes from S.H. 121 and circles North of Blue Ridge to the Rockwall County Line. Town hall style meetings began two to three years ago, and we are here to obtain your feedback.



Commissioner Jaynes introduced Angie Stoddard, HNTB Corporation, to present the technical overview. Following her presentation, there would be an opportunity for questions and comments. He emphasized the significance of public participation in the process.

Angie Stoddard presented the project's objective which is to identify a corridor to accommodate the long-range transportation needs of the region. The study process, which includes public involvement, data collection, develop/evaluate alternative corridors, develop/evaluate alternative alignments, and prepare the final report, was presented. Each of the corridors and alignments will be evaluated on enhanced mobility/safety, engineering feasibility, cost effectiveness, and minimal environmental impacts. This project began in the Fall 2004 with data collection and is scheduled to be finished in late spring 2006 with the completion of a final report. Ms. Stoddard presented the analysis to date on the three sections of the corridor: Rockwall County to U.S. 380, U.S. 380 to S.H. 121, and S.H. 121 to U.S. 75.

Two corridors (east of Nevada and west of Nevada) were identified for the section between Rockwall County and U.S. 380. The analysis has determined that there are more constraints in the corridor west of Nevada (including subdivisions and creeks), than east of Nevada; therefore, the corridor east of Nevada was approved by Collin County Commissioner's Court for further study. The study team has developed preliminary alignments in the general vicinity of the corridor east of Nevada. The meeting attendees were encouraged to write their comments on the exhibit maps. The preliminary evaluation of the alignments located east of Nevada are very similar. The public input component of the evaluation criteria will be completed based on comments received at this public meeting.

Three alternative corridors (North of Blue Ridge, South of Blue Ridge, and North of Lake Lavon) have been developed for the section between U.S. 380 and S.H. 121. The corridor north of Lake Lavon has significantly more natural resource impacts (creeks and floodplains) than the other two corridors. Based on comments from previous Public Meetings, the corridors north of Lake Lavon and south of Blue Ridge received the least public support. The corridor located north of Blue Ridge was approved by Collin County Commissioner's Court for further study. The study team has developed preliminary alternative alignments in the general vicinity of the corridor located north of Blue Ridge. The meeting attendees were encouraged to write their comments on the exhibit maps. The preliminary evaluation of the alignments located north of Blue Ridge are very similar. The public input component of the evaluation criteria will be completed based on comments received at this public meeting.

The analysis of the S.H. 121 to U.S. 75 section has been expedited due to the aggressive population growth in that section. The alignment which ties into CR 366 and is adjacent



to the TxU easement has been approved by Collin County Commissioners Court as the technically preferred alignment.

Information regarding public involvement was provided. Angie Stoddard then opened the meeting for public comments and questions.

3.4 Summary of Written Comments

Nine (9) written comments were submitted during this Public Meeting. One additional comment was e-mailed on March 24, 2006, and another was received on May 8, 2006. Both were added as part of this Summary. Fifteen (15) completed questionnaires were turned in the night of the Public Meeting.

1. 121 to 380 – Section 2 – proposed route identified in Red located north of 981, crossing County Rd 671 - property belonging to Fred Smith has an established 2200 ft. air strip for Cessna 180 & Vintage Stearman aircraft. Air strip is used in conjunction with his Stearman aircraft restoration business. Airstrip located on map – HNTB engineer, Rusty Ozmer and marked as Air Strip.
2. 121 to 380- Section 2- proposed route identified in Red located North of 981, crossing County Rd 671- property belonging to Susan Smith - has an established 2200 ft. Air strip for Cessna 180 & Vintage Stearman aircraft. Air strip is used in conjunction with my parents Stearman restoration business. Our acreage is part of my parents property witch we share no boundaries. The runway is on our property also. I am the daughter of Fred Smith
3. I agree the best route is North of Blue Ridge. Thank you for your consideration of the public's comments regarding the route North of Lake Lavon. The vast amount of wetlands, presence of cemeteries, presence of 3 family land heritage farms, and the important sense of community we in the Valdasta area have in addition to the vast land fill off of 545, are vitally legitimate reasons to keep the corridor off of the property North of Lake Lavon. We appreciate your thoughtful consideration of these factors.
4. We are building a house that is in the middle of the road plans. Please Do Not Take My House Away. It is on 17256 Co. Rd. 617 Farmersville.
5. Move intersection 649 & Loop, 500 west to save several houses and wetland areas. This alternative alignment would not impact any homes only open fields.
6. Would probably support the close proximity to my land. However I would need to know just how close the road & right of way would be to the backside of lots 38, 39, and 40. At any rate the project would be supported by me. Good I think, for property value!



7. I would like to talk about ROW donation and for partial donation/ payment.
8. Thank you for all your attention to all my comments at all public meetings, mailed in comment sheets and telephone conversations. I appreciate Ms. Stoddard, Mr. Delgado, Commissioner Jaynes and other members of the team very much. Please save my past comments for this project and all future projects. Put the Collin County Loop north and east of Blue Ridge. Keep the Loop off routes on Airharts and Glazes, which are not the technically preferred route.
9. This road should not even be on the North side of Blue Ridge. It makes more sense to go South of Blue Ridge. I live on 580 and Do Not Want this Road in my back yard. I will not vote for anyone that supports this road. I will make sure I vote against them. Use existing roads.
10. NOTE: The following comment was e-mailed to Ruben Delgado and Angie Stoddard on March 24, 2006.

Mr. Delgado & Ms. Stoddard,

Thank you again for the comprehensive presentation you and your team gave last week in Farmersville. Traditionally, while attending these meetings, I do complete the requested forms as suggested by your team. This last meeting's updates, however, prompted me to make an extra effort to share our situation around the CR 508 area.

The corridor maps / road alignment maps, as presented by HNTB at the meetings, do not accurately represent the situation of the current property owners. For instance, our parcels, located on the south side of CR 508 are still represented as owned by Don C. Alexander. John and I have owned these parcels since April 1, 2005. We will be building a 5000 square foot home beginning this summer. Not a huge deal, but similarly, two tracts down, my brother in law, Eric Tauch has purchased 11 acres for a new home site on CR 508. Adjacent to him, the Gyger's have purchased 40 acres and have started planning their new home for their family of 8 to be constructed in the coming months. Across the street from them, a new family has started construction on the corner of CR 508 and CR 505. Around the corner, there has been another new home just completed in the last week on CR 505. At the other end, the Jouette's have built a house on CR 577 and CR 508 that is not represented on the maps either. Thus, consideration of what will be impacted is not accurately represented here.

We understand that many of the property owners being impacted today by the idea of this project will never live to see it to fruition. For almost all of us on CR 508 - we will (we



hope we all live that long) see it and use it. We all have very young families with children 6 months to 14 years old. We all understand the good and bad that comes with development. Most of us being transplants from Plano or North Dallas do appreciate what you all are doing.

John and I, as many others have, purchased this land with the intent on retiring here. With the uncertainty of this project, most of us plan on building our homes about 1000 feet off the road on the south side of CR 508. We know that this Outer Loop could end up in our front or back yard with either the blue or red alignments. We are asking - BEGGING - that you keep the road alignments in areas that are as far away from us as possible. Even with the green alignment, we will hear the roar of the road at night rather than the soft rustling of the trees. We can live with it, but please keep it as far out of our area as you can.

With all the land that has been blacklisted due to the NTMWD Landfill, can't space be found to make this road run closer in the path of that area?

Just another consideration to add to the hundreds, I'm sure, you have already heard!

Thank you in advance for your time.

Regards,
Kimberly Tauch
CR 508, Blue Ridge TX 75424

11. NOTE: The following comment was sent to Ruben Delgado and was received by Angie Stoddard of HNTB Corporation on May 8, 2006.

We just completed construction of our new home at the above address and plan to continue to live in Anna for quite some time. We are urgently requesting that you consider the northern most GREEN alignment. We were coerced to sell our previous property in Anna for a new elementary school. The lower yellow corridor would destroy our brand new home!! Please, please do not choose this route.



The following written comments were provided on the “Alternative Corridor and Alignments” exhibits during the Open House and Public Meeting:

FROM U.S. 75 to S.H. 121

General Comments

- Change Brinlee Branch to Sister Grove Branch
- Change Sister Grove Creek to Brinlee Branch

Red Alignment (Skewed to SH 121)

- No comments

Yellow Alignment at SH 121 (Slightly skewed to SH 121)

- 1 no comment

Orange Alignment at SH 121 (Perpendicular to SH 121)

- 1 no comment

FROM S.H. 121 to U.S. 380

General Comments

- 1 comment indicating new subdivision on Brandi Anderton parcel south of FM 2194 between the Purple and Green alignments
- 1 suggestion to use existing roads
- 2 comments to go south of Blue Ridge
- 1 comment to avoid area south of FM 2786 and east of Whispering Hills (no current alignments go through this area)
- 1 comment to use the most technically preferred route
- 1 comment that this person will not vote for anyone who supports this loop project
- House for sale identified west of CR 577 between Green and Red alignments
- 1 comment suggesting that CR 633 should be labeled CR 635

Green Alignment (top)

- 9 no comments (north of Blue Ridge)
- 1 no comment (south of Blue Ridge near FM 2786)
- 1 yes comment (south of Blue Ridge north of FM 380)
- Area too congested, go south of Blue Ridge.
- 1 comment indicating alignment is too far north
- 1 no comment located immediately south of Blue Ridge/Farmersville ISD line and east of alignment
- 1 comment indicating this alignment comes too close to Pecan Hill Addition



- High population area identified between Pot Rack Creek and Desert Creek
- Dairy farm identified east of CR 671
- 100 year old pecan trees identified east of CR 671
- Protected crawfish habitat identified at Bear Creek
- New house identified south of alignment east of CR 671
- Mobile homes identified immediately north of US 380
- 1 comment indicating too many houses between Pot Rack Creek and Desert Creek

Red Alignment (middle)

- 3 no comments (north of Blue Ridge)
- Air strip identified along alignment west of CR 671
- “Stay out” area identified south of and adjacent to alignment between CR 505 and CR 577
- New houses identified south of and adjacent to alignment between CR 505 and CR 577
- New house identified south of alignment and west of SH 78

Purple Alignment (bottom)

- 5 no comment (north of Blue Ridge)
- 6 no comments (south of Blue Ridge – 3 near CR 825 and 3 near CR 663)
- 5 yes comments (south of Blue Ridge – 3 near CR 667 and 2 near US 380)
- New houses identified immediately north and south of alignment between CR 505 and CR 577
- New house identified north of alignment and west of SH 78
- New construction identified along alignment at CR 1261
- “Stay out” area identified north of and adjacent to alignment between CR 505 and CR 577
- New property owner located west of CR 660 was unaware of plans for CCOL at time of purchase.

FROM U.S. 380 to ROCKWALL COUNTY

General Comments

- Alternative alignment (drawn-in) to redirect entire alignment into Hunt County
- Densely populated area identified immediately south of US 380 between purple and red alignments
- Joe Aston parcel (north of CR 648) corrected with new owner’s name, Thomas Smith
- Change CR 633 to CR 653
- Use SH 78 as the Outer Loop



- Propose contacting WCS's to add information in water bills. Many people in rural areas know nothing about this Outer Loop.

Purple Alignment (East of FM 547)

- Alternative alignment (drawn-in) immediately west of Purple alignment and north of FM 1778
- 2 no comments
- 6 yes comments
- 1 comment indicating that the alignment would cause the least amount of impact on existing homes
- 1 comment to move alignment east at CR 649
- 1 comment to move alignment west 500 feet at CR 649 (alternative alignment drawn-in)
- Vacant homes identified immediately south of US 380
- Mobile homes identified along alignment south of US 380 ("can be moved")
- Houses identified east and west of alignment, north of Brooks Farm Estates
- Suggested alternative alignment drawn in south of CR 590 diverging southeast into Rockwall County to tie into IH-30 with note "shortest distance to IH-30"
- 1 comment that agrees with suggested alternative alignment drawn in south of CR 590

Red Alignment (West of FM 547)

- 5 no comments (Near Tower Estates and CR 646)
- 3 yes comments (At US 380 and South of CR 648)
- 1 comment to avoid area around Indian Hills Estates
- New homes identified immediately south of US 380
- New homes identified north of CR 648, east of Indian Hills Estates
- Houses identified north and south of CR 648
- Vacant homes identified immediately south of US 380
- Parcel with 5 kids identified north of CR 648
- House identified near CR 646
- Alternative alignment drawn in near CR 646 to redirect a short portion of alignment east (east of Tower Estates)



3.5 Summary of Verbal Comments

The following comments/questions were expressed during the Public Meeting:

Citizen: How do you propose to pay for the Outer Loop?

The County holds a bond election every 4 years which is typically worth around \$200 Million.

Citizen: Why do the alignments fall outside of the corridors shown on the maps?

The corridors only represent a general area for further study. Alignments are outside of the corridor in a few areas to avoid/minimize impacts to a constraint.

Citizen: Why would the County not tell homeowners about the Outer Loop when they apply for a building permit?

The County needs to do a better job of educating the general public about the Outer Loop.

Citizen: When the positive and negatives were done for the evaluation matrix, were they based on impacts to the county or people?

Yes, impacts to people and avoiding/minimizing impacts to sensitive constraints.

Citizen: How is the property value determined in eminent domain?

Fair market value based on three independent appraisals. Special Commissioner can be appointed to review the appraisal during the eminent domain process. However, the County would prefer to negotiate with the property owner rather than go through eminent domain.

Citizen: How can I provide formal comments to you?

You can fill out a comment card, write comments on the maps, contact the study team, or contact Ruben Delgado. It was suggested that comments indicate how you feel about a specific alignment and why you feel that way.

Citizen: It seems that the information provided to us implies that construction will start at the Rockwall County Line and proceed north, is this correct?

The first section to be constructed will be the section through Anna/Melissa. Depending on development in the area near Rockwall County, which is growing rapidly, construction could start near Rockwall County and continue to the north.

Citizen: When do you anticipate construction on the Outer Loop near Rockwall County?

It may be 10 years.



Citizen: How does the alignment impact property value?

For adjacent property, the value generally increases due to developer's interest.

Citizen: What is the timeframe and process for property owners affected by the alignment?

Once an alignment is chosen, property owners will be contacted.

Citizen: Why not expand SH 78 to be used as the Outer Loop?

With the traffic projections and growth in the area, the County will need both facilities.

Citizen: Has there been a technical study conducted to substantiate a need for the Outer Loop versus using existing SH 78?

The Outer Loop is part of regional mobility corridor which is projected to extend into Denton County and Rockwall County.

Citizen: Will the Outer Loop be a toll road?

No, not at this time.

Citizen: What is the point of the Outer Loop?

The County needs a circumferential route for mobility and access.

Citizen: Has there been an analysis completed to determine the cost of ROW?

No, not at this time, because we are not to that point in the study process.

Citizen: I have seen an alignment going straight down FM 547, why is this being done?

On previous exhibits there was an alignment following existing FM 547. However, it was determined that there were other alternative alignments with lesser impacts; therefore the previous alignment was taken off of FM 547. There is only a small portion of an alignment that follows existing FM 547.

Citizen: Has the regional rail component been considered in this study?

The objective of this study is to identify ROW to preserve for a future multimodal corridor. (The exact components in the multimodal corridor will be determined in the future.)

Citizen: If the alignment down FM 547 has been eliminated, why is it being shown in the handout?

The line shown in the handout is the corridor that was approved for further study, not an alignment down FM 547.



Citizen: Will there be any impacts to city limits as a result of the Outer Loop?

This will be determined based on the city's established ETJ boundary. As more development occurs, the cities will begin to annex more property.

Citizen: What about the Outer Loop in Rockwall County?

Rockwall County is performing their own Outer Loop Study. Rockwall County is coordinating with us on this project.

Citizen: How can I find out more information on SH 78?

Check the County website for updates.

Citizen: On the maps, green lines (regional arterial streets) are identified. What are regional arterials?

The regional arterial network shown on the maps comes directly from the County Thoroughfare Plan. The regional arterials are major thoroughfare roads.

Citizen: If the alignment goes through my property, how much ROW is needed?

The width of an alignment (ROW) is 500'.

Citizen: Will there be intersections at each of the County Roads?

To be determined, pending further study.

Citizen: Are these maps available to the public?

Yes, they are available on the County website.

Citizen: What is the timeframe for the section from Rockwall County to Farmersville?

There could be a two-lane road in 10 years.

Citizen: Is this project related to the Trans Texas Corridor (TTC)?

TTC is a separate project. There are currently two plans being developed – the State Plan and the Regional Transportation Council (RTC) Plan. The TTC requires 1,200' of ROW. (The Collin County Outer Loop has 500' of ROW.) It will be determined in the future whether or not they will use the Outer Loop as part of their preferred plan.

Citizen: When will we know which route is the preferred alignment?

In a few months, we will have a recommended technically preferred alignment.

Citizen: What will lock the exact location of the alignments down?

ROW donations will have a major effect on the alignment.



Citizen: Could the County give project updates in the Dallas Morning News?

The media selects the articles which are included in their publications. However, the County website is a good source of information, as well as, ads in the Metro section of the *Dallas Morning News*.



4. Handouts from The Public Meeting

- 4.1 Agenda**
- 4.2 PowerPoint presentation**
- 4.3 Questionnaire**
- 4.4 Comment Form**
- 4.5 Project Newsletter**